

**Minutes of the Meeting  
September 17, 1998**

Projects Reviewed

Pacific Place (subcommittee)  
First & Goal (Football NW)  
People's Lodge  
Fairfield Housing Development

Convened: 8:00am

Adjourned: 4:00pm

Commissioners Present

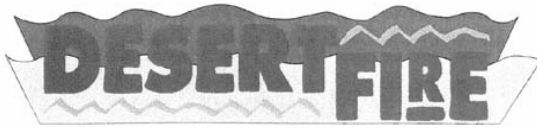
Barbara Swift, Chair  
Moe Batra  
Carolyn Darwish  
Gail Dubrow  
Bob Foley  
Gerald Hansmire  
Rick Sundberg

Staff Present

Vanessa Murdock  
Peter Aylsworth  
Rebecca Walls

091798.1      Project: **Pacific Place**  
                  Phase: Sign Permit Special Exception (subcommittee: Dubrow, Sundberg, Foley)  
          Previous Review: August 6, 1998  
          Presenters: Matt Griffin, Pine Street Development  
                          Jane Lewis, Pine Street Development  
                          Stanley Morris, Stars Bar & Dining  
                  Time: .5 hr. (hourly)

In response to previous Commission recommendations, the “Desert Fire” sign was redesigned, without the background light box, to be more consistent with the overall signage program. Locating the sign lower on the facade is precluded by the presence of a wide flange steel beam within the wall that would result in exposed conduit and support fixtures.



Previous sign design



Proposed sign design

The proponent requested further consideration of the “Stars” sign. The proposed location is not centered on the facade because the proponent contends that the corner position provides better visibility for the destination restaurant, is consistent with the building signage objective of accentuating the corners, and provides a visual link between the blocks while leading pedestrians to the building. Given a \$3.5 million investment in the restaurant, clearly identifying its location and access is vital to its success.



Stars sign at a distance



Stars sign from sidewalk



Desert Fire sign from sidewalk

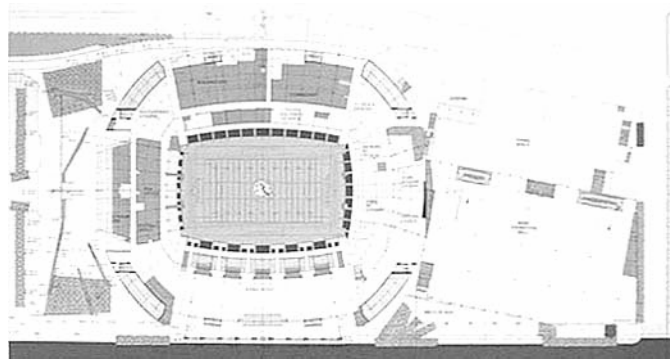
### **Discussion:**

- Foley:** Signs that are applied to a building’s surface are distinctly different from those that are carved into the building elements and have more latitude in terms of location. I don’t have a problem with the “Stars” sign at the corner.
- Dubrow:** I approve of the new “Desert Fire” sign design. I think that the “Stars” sign still needs to be considered in the context of the whole sign package. How does the corner location support the objectives of the entire signage program?
- Griffin:** We have tried to accent all of the street corners with variations in signage. Locating the “Stars” sign at the corner is in keeping with that objective.
- Dubrow:** The horizontal signs below Stars Bar & Dining are centered on the facade. Centering the “Stars” sign seems to be in keeping with the sign treatment at that corner.

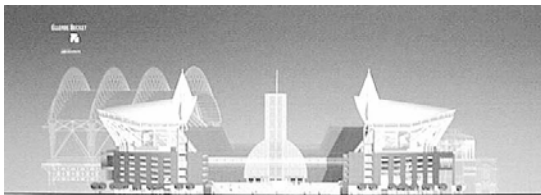
- Sundberg:** I visited and photographed the site a couple of times recently. As one approaches the building it is difficult to see the entire facade as a single composition due to the narrow streets. I support the corner sign location. I think that it works with the signage package and will be more visible for patrons approaching the building. I like the new “Desert Fire” sign and think that the proponents have made a good attempt to lower it. Given the structural constraints of lowering the sign, I would rather have it in its current location with the conduit and support fixtures hidden. The new sign design, allowing the facade to read through it, is a better integration of signage and architecture and is in keeping with the overall sign package.
- Dubrow:** I respect Rick’s analysis of the situation. I question, philosophically, the obligation to provide signage that is visible from a distance for one building tenant versus providing equal visual exposure for all tenants.
- Foley:** That is an interesting point. Each floor could have corner signs for better visibility from a distance.
- Sundberg:** At a pragmatic level the developer has some obligations to advertise the tenant. In the future we should request that all signage be presented as a comprehensive package.
- Dubrow:** There is justification for that request in the ordinance under the terms of “creating visual harmony among signs” and “contributes positively to a comprehensive building and tenant signage plan.”
- Sundberg:** I think that we should recommend approval of the exception as presented. The Commission should discuss improvements to the sign permit exception review process prior to future reviews.
- Action:** **The subcommittee appreciates the response to previous recommendations and recommends approval of the project as presented. The subcommittee also recommends that future presentations of sign code exceptions include the sign package for the entire building in order to adequately assess fulfillment of the ordinance requirements.**

091798.2      Project: **First & Goal (Football NW)**  
                  Phase: Discussion  
          Presenters: Jennifer Guthrie, Anderson & Ray, Inc.  
                  Kelly Kerns, Ellerbe Becket  
                  George Loschky, LMN Architects  
                  James Poulson, Ellerbe Becket  
          Attendees: Tom Burgess, LMN Architects  
                  Richard Peddie, B C Housing  
                  Suanne Pelley, Public Stadium Authority  
                  John Punter, University of Wales, Cardiff  
                  B. C. Rooney, Public Stadium Authority  
          Time: 1 hr. (N/C)

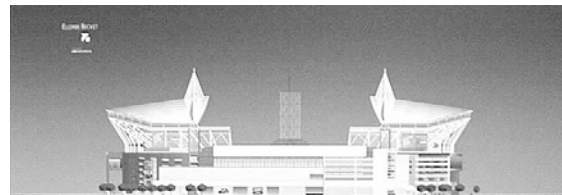
The First & Goal stadium project design development phase has been completed and construction is scheduled to begin in the year 2000. The exhibition center construction documents have been completed and construction is scheduled to begin by the end of 1998.



The stadium, located at the site of the existing Kingdome, will be open on the north end for views toward downtown Seattle. Services will be grouped along the east and south sides with flexible concourse space, for use during events and exhibitions, wrapping around Occidental Avenue. The open north end will serve as the primary, monumental entrance with steps leading up to the main concourse level. A north plaza space, with water features and tree groves, provides a gathering place for spectators. A bus load and unload area and plaza will be located at the northeast corner of the site. The stadium materials include buff colored concrete block with brick banding, mixed red brick, and painted steel. The buff colored base serves as a plinth for the building with brick up to 85 feet and the steel seating and roof structure rising out of the stadium above. The buff colored plinth is at the same elevation as that of the ballpark and the exhibition center creating a visual link between the three facilities.



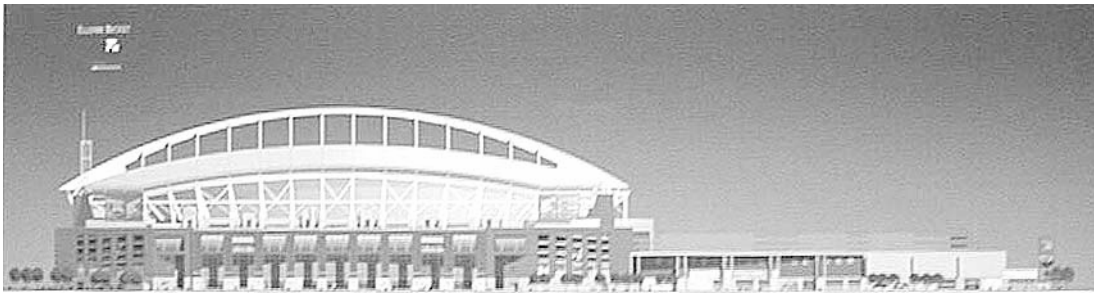
North stadium elevation



South stadium and exhibition center elevation

The three story exhibition center and parking garage have been rotated to form a diagonal link between the two stadiums. The parking garage will be located on the east side of the site adjacent to the railroad tracks, with the exhibition center on the west side. A large plaza at the west entrance provides covered space for spectator gathering or outdoor exhibits. Along the west facade will be a series of display panels and large glass windows, some of which will open during

outdoor exhibits. The exhibition center materials include cast-in-place concrete, pre-cast concrete, concrete block, and brick similar to Safeco Field.



West elevation



East elevation

The landscape plan includes London Plane trees along Royal Brougham with a similar spacing to those along the ballpark site. The Occidental streetscape includes street trees, in rows along the curb and in groves within the west exhibition center plaza and the north plaza, seating, and historical three globe lighting fixtures. The tree groves form gathering places for spectators and pedestrians with seating bars. The stadium's west facade breaks through the line of street trees out to the curb providing a covered portico for pedestrians. Water features in the north plaza serve as security barriers as well as seating and gathering places.

### **Discussion:**

- Darwish:** Will the scoreboard display game information on the north side as well as the south side?
- Poulson:** Not in the current design. The scoreboard, designed for current technology with future technological opportunities in mind, will face the field. New technology is being developed that could replace the LED system with a video type system. Given construction in 2000-2001, there is a possibility that new technology would be available and affordable enough to use in the scoreboard. We are keeping those options open while designing it for current standards. The seating section below the scoreboard is intended to be somewhat transparent with a light metal structure and perforated steel panels around the perimeter. There is also potential for lighting the interior of this structure. The scoreboard and seating is intended to give the stadium an organizing icon architecturally hovering above the main concourse level. The scoreboard seats will be accessible via ramps only, without stairs.
- Darwish:** How will noise be controlled during game days?
- Poulson:** We actually hope it is loud during games to enhance the stadium experience. The roof covers approximately 70 percent of the seating and will help contain most of the noise. The Florentine Apartments building will probably be the most effected.

We hope that pedestrians outside the stadium will know that there is an event inside the stadium.

**Kerns:** The noise issues will also be addressed in the EIS.

**Foley:** I like the broken-up nature of the Occidental Avenue streetscape. I like the clustering of street trees with the stadium facade pushing through the line of trees to the street edge. It seems to really engage pedestrians. It would be nice if the grand north entrance procession extended farther north to give a real sense of arrival. Depending on what is developed for the north lot, perhaps a axial pedestrian corridor could connect the north stairs with the new Weller Street Bridge.

**Poulson:** The King County has development rights for the north end of the north lot, while the Public Stadium Authority has development rights for the south end of the north lot. At this point we have only extended the north plaza as far north as possible.

**Foley:** With 60 percent of the patrons arriving from the north end, an axial extension of the plaza could be powerful. Are there other components of the art program besides the water features?

**Poulson:** The water features are not considered part of the art program. They are designed as public amenities with security functions. We wanted to design the plaza for possible uses beyond events while reducing the stadium mass with smaller scale elements. The stairs could serve as amphitheater seating facing north.

**Pelley:** The Public Stadium Authority call to artists has been sent out. The selection committee for the art program has been finalized and will be working with the design team to develop an integrated art program.

**Batra:** Will the west plaza at the Exhibit Center entrance have seating?

**Poulson:** There will be seating bars that provide places for people to lean or sit, but not sleep. There is also an opportunity for a large scale piece of art in the west plaza.

**Kerns:** The west plaza also serves as a space for outside exhibits. We are trying to keep the space flexible for multiple uses.

**Hansmire:** Is the sign structure at the southwest corner of the Exhibition Center site intended to relate architecturally to the stadium scoreboard?

**Poulson:** It is related in terms of having a small scaled steel structure.

**Loschky:** It is a light steel frame with attachable sign panels.

**Hansmire:** I like the use of a common base material to visually link these buildings with Safeco Field. That linkage would be enhanced if two or three icons, such as the metal sign and scoreboard, were also used to tie the three facilities together.

**Loschky:** The scoreboard, Exhibition Center sign, and Safeco Field roof structure are similar in scale, color, and material. There is a common architectural language among the three facilities that integrates them.

**Darwish:** I like the streetscape and landscape design. Will there be creative approaches to trash receptacles?

**Guthrie:** There will trash receptacles, similar to those at Safeco Field, at the street edge adjacent to the street trees.

**Hansmire:** The stadium is so large that I am having trouble picturing the pedestrian experience. I would compare it to walking between huge container ships.

**Poulson:** We are attempting to scale down the building through careful massing and detailing.

**Hansmire:** In most downtown buildings people only notice the bottom 30 feet. The groups of trees will help to scale down the building's mass.

**Action:** The Commission appreciates the informational briefing, recognizing that it

**was not required of the project team. It is important for the Commission to understand the scale of the project in terms of how it relates to other projects in the area.**

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091798.3      Project: **Discussion with Beverly Barnett**  
                  Phase: Update  
                  Attendees: Beverly Barnett, Seattle Transportation  
                                Michael Brown, Office of Councilmember McIver  
                  Time: .5 hr. (N/C)

The Commission received a briefing on the Block 23 alley vacation request, at Rainier Avenue and Genesee Street, at the request of the City Council. The Commission will formally review the project on October 1, 1998.

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091798.4      Project: **SDC Consultant Selection Criteria**  
                  Phase: Working Session  
                  Time: .5 hr. (0.3%)

The Commission discussed criteria for Design Commission involvement in the consultant selection phase of Capital Improvement Projects and will pursue further discussion at their 1998 retreat on November 5<sup>th</sup>.

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091798.5      Project: **Commission Business**

**Action Items:**

- A. MINUTES OF SEPTEMBER 3<sup>RD</sup> MEETING: Approved as amended.
- B. PACIFIC PLACE SIGN PERMIT SPECIAL EXCEPTION: The Commission recommends approval of the proposal as presented to the subcommittee.

**Discussion Items:**

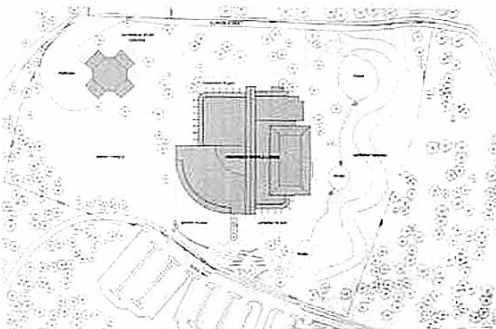
- C. SDC LANDSCAPE ARCHITECT CANDIDATES: Applications have been received. A subcommittee will review them and make a recommendation to the full Commission.
- D. FOURTH & MADISON SUBCOMMITTEE REPORT: The project has received conceptual approved for the alley vacation with conditions to be met prior to full vacation approval.
- E. EXECUTIVE DIRECTOR SEARCH: The position description is currently being reviewed by the Personnel Department.
- F. LIGHT RAIL REVIEW PANEL UPDATE: The Light Rail Review Panel will meet on September 18 to discuss organization and procedures for future reviews. The panel will have a rotating chair, beginning with Design Commissioner Layzer.
- G. RETREAT DATES: The Design Commission retreat is scheduled for the afternoon of November 5<sup>th</sup>.
- H. SDC HANDBOOK UPDATE: A draft version of the Design Commission Handbook was distributed for Commissioner review and comment. Comments are due back to Commission staff by Tuesday, September 22.
- I. ALLIANCE OF BOARDS AND COMMISSIONS: Murdock reported. Possible strategies for improved communication and coordination include regular staff meetings, regular chair meetings, quarterly meetings with Mayor Schell, and annual CIP briefings to determine the order of involvement and possible overlaps.



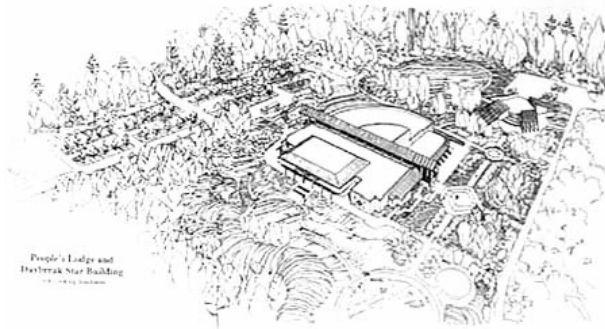
091798.6      Project: **People's Lodge**  
                  Phase: Update  
     Previous Review: May 19, 1994; January 19, 1995  
     Presenters: Carol Proud, Construction and Land Use  
                  Greg Ransom, Arai/Jackson Architects and Planners  
                  Bernie Whitebear, United Indians of All Tribes Foundation  
     Attendees: Megan Bond Pauli  
                  Susan Stern  
                  Ursula Judkins, Discovery Park Advisory Council  
                  Valerie Cholvin  
                  Newell Aldrich, Office of Councilmember Licata  
                  Jose Montañó, architect  
     Time: .5 hr. (0.3%)

The People's Lodge project is the continuation of the original plan for the Indian Cultural Center at Discovery Park. The project will sit on a 19 acre parcel of land on the northern edge of Discovery Park. The project is currently waiting for the Draft Environmental Impact Statement documents to be completed. There have been no outstanding changes to the design since the project last appeared before the Commission on January 19, 1995.

The People's Lodge is located southeast of the Daybreak Star facility and east of the great circle. The building is nestled into the hillside with three existing ponds and a serpent mound along the east side of the site. The new facility is organized around a central axis, the Hall of Ancestors, with a theater, café, gallery spaces, a Potlatch House for large dinners and conferences, and multi-purpose rooms on either side.



People's Lodge site plan



Aerial perspective looking southwest

The existing parking lot is located at the east end of Texas Way near the Army Reserve. A large grass open space extends along Texas Way west of the parking area. The proposal includes the creation of a new parking area, with 540 spaces, at the west end of Texas Way near the proposed site for the People's Lodge. An alternative grass area will be provided at the existing parking area.



Hall of Ancestors

**Questions of Clarification:**

**Batra:** How was the proposed number of parking spaces calculated?

**Proud:** There are two processes for figuring the required number of spaces. Using the Land Use Code, the overall gross square footage of 144,000 square feet would require approximately 940 parking spaces. Using the Parks Department formula, approximately 220 spaces would be required. We asked the proponent to conduct a parking demand analysis which resulted in approximately 540 necessary spaces.

**Batra:** What would be the number of spaces necessary for large events, such as the recent POW WOW?

**Proud:** A three-day event could average a total of 12,000 to 15,000 people. The proposed parking plan is based on daily use, with alternative parking for special events.

**Batra:** Are the three ponds natural or man-made?

**Proud:** The existing ponds are man-made and are lined with concrete.

**Ransom:** We plan to take site run-off and drain into the ponds. Run-off from the parking lots will drain through a bio-swale prior to entering the ponds.

**Dubrow:** Has a landscape plan been done?

**Ransom:** The project is still in a Master Plan, schematic design phase. We haven't done a landscape plan since the DEIS is not yet complete. The objective is to preserve the existing landscape with additional native plantings where necessary.

**Dubrow:** Do you have a landscape consultant for the project?

**Ransom:** We have a landscape consultant for the parking lot portion of the project.

**Dubrow:** Have alternative parking lot locations been discussed?

**Proud:** Alternative parking locations will be evaluated in the DEIS.

**Ransom:** This is the preferred parking scheme, alternatives are being considered.

**Proud:** We are looking at existing parking capacities and at the possibility of utilizing existing parking areas near the Army Reserve. The public wants to maintain the grass field area north of the existing parking.

**Swift:** The major issue seems to be the portions of the project not on the 20 acres of UIATF property. We have had discussions regarding the Master Plan for Discovery Park referring to the park as Seattle's Urban Wilderness. A set of

design principles or guidelines need to be developed that will guide implementation of the Discovery Park Master Plan.

**Whitebear:** The Master Plan was amended in 1986 except those portions referring to the north corridor. The plan neglects previous discussions of the upper 60-acre area for Indian Cultural Center use and endeavors to keep development around the park's perimeter. Development was shifted in 1974 toward the southeast corner of the park, leaving the Daybreak Star building isolated without sufficient access and parking. Environmental issues will be considered throughout the project's development. Given that the site has previously been developed by the Army Reserve, it can hardly be considered a wilderness.

**Swift:** The proposed parking lot appears to be quite extensive. Perhaps a different approach would provide more integration within the park landscape and reduce visual impacts.

**Dubrow:** Projects seem to benefit tremendously from having a set of principles or guidelines in place. These could address how the project fits within the Master Plan, how it relates to the site, and how it deals with functional issues. An example principle might be to "minimize the impacts of parking on the existing landscape," which could result in separating the parking lot into smaller lots within the landscape. Another principle might be to "relate facility activities or functions to necessary parking," which may result in some parking being provided in close proximity to the facility.

**Proud:** It would be beneficial to have someone from the Parks Department here to discuss these issues. The 1986 Master Plan anticipated 300-400 parking stalls in the north parking lot, less than the 1200 proposed in the original Master Plan. I don't recall any principles for aesthetic integration ever being developed.

**Dubrow:** I would extend the comments regarding design principles to include the building. While the project is waiting for the EIS seems like a good time to develop principles and guidelines for the project.

**Swift:** The original Master Plan, which was revised in 1986, had a Beaux Arts approach to the park.

**Foley:** What would be the route for someone entering the park and driving to the proposed lodge?

**Ransom:** A person would first enter the park at the east entrance south of the Army Reserve, then following Texas Avenue to the parking area, and enter the Hall of Ancestors on the south end.

**Foley:** I agree with Gail's comments about developing principles. I have concerns about the scale of the proposed parking lot. How long is it along Texas Avenue?

**Ransom:** It is approximately 500 feet long.

**Swift:** It looks like about five acres with the landscaping.

**Foley:** Where will the bio-swale be located?

**Ransom:** We are looking at several options and are working with the Parks Department. We have proposed locating the bio-swale on the east side of the serpent mound.

#### **Public Comments and Questions:**

**Stern:** What is the main entrance to the property?

**Whitebear:** The east entrance at Government Way.

**Stern:** What is the date on the aerial photo?

**Whitebear:** I'm not sure, approximately 1983.

**Stern:** What is the purpose of the Hall of Ancestors; will it have an art collection, archived artifacts, or be categorized as a museum?

- Whitebear:** It will probably have permanent and rotating art collections. It could be considered a museum.
- Judkins:** The Discovery Park Advisory Council has written a letter stating opposition to converting any more park land into parking. According to parking studies, Discovery Park currently has adequate parking.

**Commission Discussion:**

- Sundberg:** Do the parking studies take into account the need for additional spaces in the future?
- Proud:** That is a question for a Parks Department representative. Transportation figures estimate approximately 3,000 people, including school children, workshop attendees, theater patrons in the evening, or other activities, will use the facility on a weekly basis.
- Whitebear:** We have six major events every year that will require additional parking. The proposed parking plan provides for daily functions and events. We don't want to have a vacant lot most of the year.
- Swift:** With expectations of 3,000 people every seven days, only 430 parking spaces per day for single occupancy vehicles would be necessary. Realistically, people will come together and will not stay the whole day, therefore the total number of parking spaces could be reduced. It seems that the 540 space plan is partly code driven. I hope that there is some room for mediation between what code requires and what is actually necessary.
- Proud:** The final number of parking spaces will range somewhere between the Land Use Code requirement of 940 stalls for a private Community Center and 220 stalls for a publicly owned center.
- Dubrow:** It seems that everyone's objective is to provide adequate parking with excessive spaces.
- Whitebear:** The 540 spaces came from an analysis of parking impacts, but probably has room for adjustment.
- Hansmire:** When is the project scheduled for construction?
- Proud:** The Draft EIS is being completed, followed by standard public comment periods prior to the final EIS being issued. The Parks Department will resolve the number of parking spaces issue through a separate hearing process.
- Hansmire:** Construction will probably be at least two years away then with plenty of time for Design Commission involvement as the project develops.
- Ransom:** Yes.
- Dubrow:** Since the parking is on public property for a private entity, is it considered a public—private partnership?
- Proud:** I'm not sure. The UIATF will pay for construction of the parking and maintenance will probably be included in a lease agreement.
- Whitebear:** The UIATF is a non-profit organization with a lease on the 20 acre property. That lease will probably be amended regarding the parking lot. The parking is intended to be shared between the People's Lodge and other park users and presumably the expenses would also be shared.
- Dubrow:** Does the proposed parking plan, with 540 spaces, assume that some will be used by general park users?
- Whitebear:** Yes, it assumes that lodge parking needs will fluctuate and park users will also use the lot.
- Sundberg:** There seems to be a lost opportunity in terms of how people will approach the site. The lodge facility is immersed in the landscape, but the parking lot hasn't been

developed with the same approach to minimizing visual impacts and creating an approach. The site offers fabulous sequential opportunities. It may be an issue to address in design guidelines.

**Whitebear:** We have had the University of Washington Department of Landscape Architecture develop alternatives for the site. The final proposal is not yet decided and we are open to discussion.

**Swift:** There haven't been significant changes to the proposal since last presented in 1995, but the Design Commission is very interested in reviewing the project as it develops. The issues of land use, entry sequence, and design principles should be considered as the project moves ahead.

**Dubrow:** I hope that future reviews can move beyond a discussion of parking issues into a discussion of spatial relationships and characteristics. The quality of the spaces should be considered in terms of how they are experienced. I would like to see a range of alternatives with their pros and cons at the next review.

**Ransom:** This review was only an information update.

**Hansmire:** The EIS will include a list of required mitigation for the project. I suggest that it also include a requirement for a set of design principles and guidelines as a tool for evaluating the design as it develops.

**Action:** **The Commission appreciates the comprehensive update of the project in the schematic design phase while the DEIS is being developed. The Commission supports the development of a cultural facility on this site, but has concerns regarding the scale of the building in terms of the size of the site and its relationship to the natural landscape. The Commission makes the following comments and recommendations:**

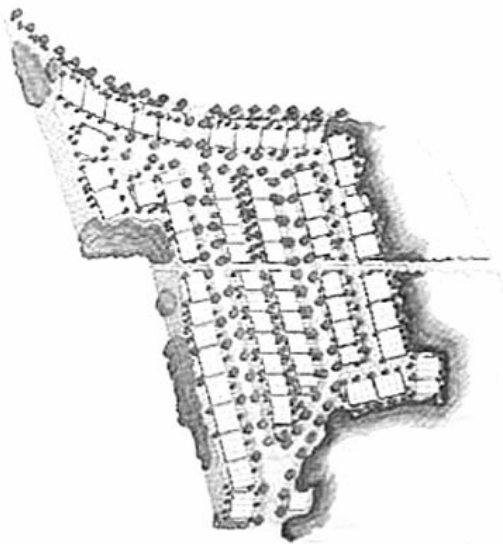
- include a requirement for a set of design principles and guidelines in the DEIS;
- integrate the landscape planning and design phases early in the process with careful attention to spatial character and sequential experience;
- develop a Transportation Master Plan that utilizes existing parking areas at the perimeter of the park for peak events and significantly reduces the proposed parking area.

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091798.7    Project: **Fairfield Housing Development**  
                  Phase: Street Vacation  
          Presenters: Jon Brevik, Jefferson Properties Inc.  
                          David Hewitt, Hewitt Isley  
          Attendees: Beverly Barnett, Seattle Transportation  
                          Palmer Berge, Palmer Berge Company Real Estate  
                          Moira Gray, Seattle Transportation  
          Time: .75 hr. (hourly)

The Fairfield Housing Development is located on a 15 acre site in West Seattle. There is an elementary school to the west and a cemetery across Sylvan Way to the east. Due to steep slopes only 10 of the 15 acres are developable without reconfiguring the street right-of-ways. The proponent is requesting a street vacation that would allow the 30<sup>th</sup> Avenue right-of-way to be shifted to the east, creating enough space on the west side of the street to develop a series of mews with single family houses. No actual right-of-way footage would be lost in the vacation. The vacation is requested on the grounds that the streets were not platted with regard to the topography, the right-of-way footage resulting from the vacation would exceed the existing footage, and the vacation would result in a more efficient use of the property with a better urban

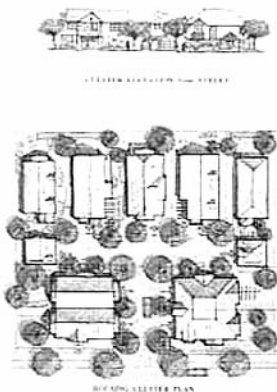
design. The existing street configuration would require a dense layout with a maximum of 203 units, while the proposed configuration would allow for neighborhood scaled development with over 150 units, both single family detached, duplex, and triplex housing.



Configuration with existing street



Proposed configuration



The housing types will range in size, layout, and details to provide variety to the development within a neighborhood context. T-shaped mews, each with five dwelling units and garages, will reduce curb cuts along the street, add street trees, reduce the number of parked cars along the curb, and soften the street edge.

Plan, elevation, sketch of mews layout

### **Discussion:**

- Darwish:** Besides the aesthetic issues, why is the street vacation necessary?
- Hewitt:** It is a matter of basic configuration, not aesthetics. The existing configuration results in sites that can't be developed. Shifting the street to the east allows a more efficient use of the site.
- Dubrow:** I like the configuration; it makes sense. I would like to see the duplexes developed with a similar sense of community as the mews houses. What are some of the constraints around developing the duplexes?
- Hewitt:** We wanted to have a total of 150 units with a balance of densities contrasted between detached houses and multi-family units. The duplexes are paired to avoid long rows of building and are pulled out toward the street to provide more private rear yards.
- Brevik:** In undertaking this venture I assumed that we would be reinforced and supported for developing a more thoughtful and better designed project, but we are having trouble mustering support. Since we seem to agree that this is a better solution

than what would be possible without the vacation, I am seeking your endorsement and support.

**Dubrow:** What is the historical use of the site?

**Brevik:** It was previously a gravel pit and remains an environmental challenge. We have had five public meetings about the project. It has been suggested that dumping occurred on the site so we have hired an environmental consultant to take soil and water samples to verify if dumping of refuse occurred.

**Hewitt:** The adjacent neighborhoods are quiet single family areas with a nearby elementary school.

**Swift:** Will the mews be privately owned parcels?

**Hewitt:** They will be private lots with easements and will be established as small community centers with self-policing power over community issues.

**Brevik:** There have been concerns regarding the economic impact of selling properties to delinquents. As a result, membership in the community organization will be mandatory for each home owner.

**Swift:** It appears that the new north entrance will take the bulk of traffic out via Sylvan Way rather than through the adjacent neighborhoods. Have you thought about providing additional access at the south end, to connect back into the city street grid?

**Brevik:** We have thought about it. The plan with a single entrance at the north end has been approved by the Fire Department for emergency access. There are a couple of issues regarding a south entrance. The neighborhood to the south has concerns regarding increased traffic on an existing narrow street. Having a single vehicle entrance would also deter criminal activity by limiting escape routes.

**Foley:** I am comfortable with having 150 cars and only one entrance.

**Dubrow:** Where are the nearest transit connections for residents?

**Brevik:** Transit service will run along Sylvan Way at the east edge of the site. We have met with Metro about the project. We are planning to install a sidewalk the length of Sylvan Way adjacent to our site.

**Dubrow:** Will there be pedestrian access at the south end? It might make sense to provide a pedestrian connection for children walking from the elementary school.

**Brevik:** We plan to have a south end pedestrian access to the site. We have eliminated a couple of units at the south end to make a connection possible as well as to provide access to water lines below grade. Storm water will be collected in pipes, filtered, and sent to the watershed.

**Swift:** This seems like a very appropriate plan for the site. The vacation is more like a street shift to take advantage of the site opportunities, than a physical vacation. I have a minor concern about the south connection in relationship to the street grid. Is there any opportunity for vehicular access at the south end? What are the issues associated with access to the south?

**Brevik:** The adjacent community is adamant about limiting traffic at the south end. It would also be nice to minimize through traffic within the development. Either way would be fine with me.

**Hansmire:** Limiting vehicular access to the north entrance offers increased security. It seems that the issue of access at the south end could stay open as the project proceeds. It is beneficial to maintain the traditional grid pattern. I support shifting the street over to maximize usable land, but don't think that the through connection at the south end needs to be decided immediately.

**Dubrow:** I appreciate your efforts to create a well-designed urban community. I recommend more variety in the design of the duplex units to be in keeping with

the tone and character of the mews while maintaining some variety. I recommend building on the pedestrian connection at the south end as possible open space opportunity.

**Hansmire:** How wide is the existing neighborhood street at the south end of the site?

**Brevik:** It is one lane with parking on both sides.

**Foley:** The width of the existing road will help to reduce traffic in the adjacent neighborhood. I would like to see a vehicular connection at the south end.

**Swift:** I recommend pursuing the south egress options, if alignments and grading issues can be resolved. If these issues result in a convoluted solution, I don't recommend forcing the south entrance at all costs.

**Dubrow:** If the south vehicular entrance is not feasible, a strong pedestrian connection must be provided.

**Foley:** The plan seems to lack open space. I suggest exploring small open space opportunities for child play among the duplex units.

**Brevik:** Creating open space has been a challenge given the site constraints and a minimum requirement of 150 units.

**Action:** **The Commission appreciates the presentation of alternatives and recommends approval of the proposed vacation with the following comments and recommendations:**

- **pursue a vehicular entrance at the south end of the development;**
- **provide a strong pedestrian connection at the south end of the development if a vehicular entrance is not possible;**
- **endeavor to develop opportunities for open space within the development;**
- **continue to develop the multi-family housing units with increased variety and individual character.**